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[a34-2]

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In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a728]

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1ST FLOOR, ROOMS 2 and 3. From the
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Hongkong, 27th January, 1910. [a364]

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a432]

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7.30 a.m. to 10.00 a.m. ... Every 15 minutes.
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Hongkong, 1st April, 1909. [a476]

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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a Genuine Disinfectant Fluid.
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INTIMATIONS

HONGKONG ICE COMPANY.
AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers at NOON TO-DAY (MONDAY), 4th July, to consider the proposed extension of plant and premises.
JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 23rd June, 1910. [774]

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Prospectus samples and all information from the General Agents,
SIEMSEN & Co. (Machinery Dept.), Hongkong. [748]

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Inspection Invited. [739]

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HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th June, 1910. [707]

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WM. SCHMIDT & Co. Hongkong, 25th October, 1905. [545]

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Electric Lifts to each Floor. Electric Lighting and Fans. Telephones on every Floor. Every Comfort.
Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms. Matrons in attendance.
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Hongkong, 24th July, 1905. [a563]

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Telegraphic Address "COMFORT," Hongkong.
Hongkong, 16th April, 1910. [a542]

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Telephone, No. 690.
Apply to:- Mrs. F. W. YATTS, "Braeside," 20, Macdonnell Road. Hongkong, 4th December, 1907. [a35]

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THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. A most pleasant retreat for those desirous for a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. Two steamers (S.S. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
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[a213] THE MANAGER

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 4TH, 1910.

The British Budget has at length been presented to Parliament, and the condition of the national finances is once more disclosed to a critical world. Unlike its immediate predecessor, it is not experimental. It attempts no further raids on "hen roosts," but neither does it offer any amelioration of burdens recently imposed, so that its reception is likely to be marked by a negative joy that no additional taxes are to be imposed, and that no new duties are to be levied. This was perhaps only to be expected. Until the constitutional question is settled, the political caucus dominated by the proletariat cannot afford to raise fresh issues and add to present complications by attempting to raid other "hen roosts," and the absence of new taxes and duties from the present Budget need not be ascribed to any feelings of leniency, but rather to considerations of expediency.

The deficit to be met is large. It amounts to no less than \$26,248,000, which is a substantial advance on the \$15,762,000 of the previous financial year, but the increase is perhaps more apparent than real, as the arrears of taxes not paid as the result of the delay in passing last year's Budget are included in that sum. The total expenditure for 1910-11 is set down at \$198,930,000 and the revenue is estimated to reach a slightly higher figure, \$199,791,000, leaving an anticipated surplus of \$861,000. The figures are impressive. More than anything else they show the progress of the country. In 1600, when England was only a small

nation, her revenue stood at \$1,000,000; a century later it had grown to \$6,000,000. But a more phenomenal advance took place in the next century, and in 1800 the national income amounted to \$38,000,000. Not till 1840-41 are there records showing both sides of the ledger, and in that year the revenue was stated to have been \$47,433,399 and the expenditure \$49,285,396. The augmentation was gradual, but in little more than fifty years the figures had doubled themselves, in 1895-96 the revenue being \$101,973,829 and the expenditure \$97,476,357. Fifteen years later saw these totals, big as they were, doubled again, or practically so. The estimated revenue, 199 odd millions, is not exactly twice the amount realised in 1895-96, but the estimated expenditure is more than double that for the year mentioned. To the thoughtful these figures are eloquent and inspiring. They tell the story of Empire.

Perhaps the most satisfactory feature of the Budget is that which provides for a naval expenditure of \$40,500,000. It shows a better appreciation of the needs of Empire than prevailed two or three years ago, when economies were attempted which subsequent events proved to be little short of criminal folly. The progressive enlargement of the British Navy has become a policy which admits of no deviation, and that it is the policy of the present Government is demonstrated by the considerable increase in the naval estimates presented. These show an advance of more than five million pounds on last year's figures, and ought to afford gratification to those who emphasise the importance of Britain's first line of defence. Surprise will not be felt that the Government is disinclined to remove the spirit tax, even though the yield was only about half the \$1,600,000 anticipated, and even though it operates very harshly on distilleries in both Scotland and Ireland. The unexpected improvement in the drinking habits of the people affords a good excuse for its retention, and not even the hardships inflicted upon those engaged in the trade is likely to soften the adamant heart of the Chancellor of the Exchequer. An increased yield of over half a million from tea is perhaps justified. It suggests itself as a corollary to the spirit duty. That two and a half million extra should be derived from death duties seems a sanguine anticipation when it is remembered that last year's receipts from this source were abnormally swollen by a million from the estate of the late Mr. CHARLES MORRISON. Little objection will be raised to the application of the estimated surplus of \$861,000, part of which is to be devoted to technical education and part to removing the pauper disqualification from the old-age pension scheme, and though the Budget will occasion no little criticism, it must be regarded as no worse than its predecessor, and should therefore receive the sanction of the House of Lords in due course.

The *Gazette* publishes new regulations under the Liquor and the Pharmacy Ordinances.

Mr. W. C. Jacks has been appointed a surveyor of unlicensed motor boats.

At the meeting of the Sanitary Board tomorrow minute by the Head of the Sanitary Department relative to the special care of graves in the Colonial Cemetery will be read.

On Saturday Mr. F. S. Rayner was presented with a silver tea service by the European staff of the *South China Morning Post* in view of his forthcoming marriage to Miss Lenfestey.

The Sanitary Board will tomorrow consider an application for a modification of the requirements of Section 188 of the Public Health and Buildings Ordinance, 1903, in respect of the proposed extension of the Tung Wah Hospital and a New Refuge Home.

The feature of the Rubber Share Market according to the circular issued by Messrs. Ellis & Ellis, has been one of steadiness throughout the week. With no change in the price of the raw material, share quotations have kept on an even keel for the whole period, with a fair lot of business passing on sterling shares. There have also been inquiries for Singapore dollar stocks, the demand going on the better last investment concerns. These inquiries, while leading to a fair amount of business between Hongkong and the South, have not, however, stimulated prices upwards.

COAST NEWS.

KIA-YING-CHAU, June 27th.
On the 21st of June Rev. J. Harry Giffin left with his family for Thai-yong, the favourite summer resort for the foreign residents of Swatow and all this part of the country.

The Rev. Geo. E. Whitman arrived yesterday after an absence of nearly two years. His family remain in Burton, Wash., U.S.A. The weather is extremely hot and dry. Unless rain comes very soon the crops will not amount to much.

TELEGRAMS.

[Protected by the Telegraph Messages.
Copyright Ordinance, 1884.]

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE JOHNSON-JEFFRIES
FIGHT.

LONDON, July 1st.

Immense interest is being manifested in the Johnson-Jeffries fight, which is to take place at Reno, Nevada, on the 4th inst.

Special trains are running from everywhere in the States to Reno.

FRUITFUL INCOME TAX.

LONDON, July 1st.

The revenue for the past quarter shows an increase of 25½ millions compared with 1909. Of this 21½ millions have been derived from the Income Tax.

EAST-DORSET BYE-ELECTION.

LONDON, July 1st.

The bye-election at East Dorset has resulted as follows:—

Hon. Frederick Guest (L) 6967
Col. J. S. Nicholson (U) 6375

Liberal majority 592

[Capt. the Hon. Frederick Guest, who won the seat at the General Election, was unseated on petition. In the present bye-election the candidates were the same as in January, when the Liberal candidate received 6957 votes and the Unionist 6531.]

NEW MILITARY APPOINTMENTS.

LONDON, July 1st.

General Sir U. G. Nicholson, General Smith-Dorrien, General Sir Arthur Paget, and Major-General Ewart have been appointed to the new rank of aide-de-camp general to the King.

THE MISSING LINER.

LONDON, July 1st.

The "Trieste" was on Thursday sighted close to Bombay. She had lost her propeller and was proceeding under sail.

THE JAPANESE TARIFF.

LONDON, July 1st.

The new Japanese tariff continues to form the subject of serious criticism. The "Times" publishes a letter from Mr. T. Ruddiman Johnston, English and American Manufacturers' Agent at Tokyo, emphasising that the tariff favours flimsy machinery at the expense of the more solid and more lasting British machinery, notably printing machines.

AMERICAN RAILWAYS AND FREIGHT RATES.

LONDON, July 2nd.

A semi-official statement is published for the purpose of tranquillising the minds of American and European investors. It declares that the Interstate Commerce Commission will do nothing to jeopardize the interests of investors or interfere with the legitimate business of the railways.

The statement has stimulated European buying in American railways.

OBITUARIES.

LONDON, July 2nd.

Major Martin Hume, editor of Spanish State Papers, Lecturer in Spanish History and Literature and examiner in Spanish at London and Birmingham Universities, is dead.

[Major Martin Hume was educated at Madrid, where branches of his family have resided for over a century. He was a prolific writer in English and Spanish.]

The death is also announced of Mr. Frederick Farnival, Member of the British Academy.

[Deceased was the founder and director of Early English Text, Chaucer, Ballad, and now Shakespeare Societies, and a worker in the Co-operative and Christian Socialist movements.]

[FROM THE "DAILY NEWS-AMERICAN"]

BOTH FIGHTERS ARE IN FINE
CONDITION.

Reno, Nevada, June 27th.

Apparently both Jeffries and Johnson are in splendid condition for their ring encounter. They continue to do light work, but each camp reports that it is ready for the battle.

It has been arranged that the men enter the ring at 1.30 o'clock on the afternoon of July 4th.

The report that Tex Rickard, principal promoter of the fight, would not act as referee is unfounded, and he will be the third man in the ring.

DISSATISFIED INDIAN POLICE.

Letters sent to them here from friends in the New World have had the effect of raising a spirit of discontent among the members of the Indian Police Force in Hongkong. The stories told in these letters appear to have made the Indians think that America is a land of big pay and speedy promotion, hence their desire to leave Hongkong and the paltry pittance which they say that are paid. And in order to obtain their discharge from the Force, and to set out for the El Dorado, the Indians are alleged to have attempted to get themselves summarily dismissed by various acts of insubordination.

A case came before Mr. E. R. Hallifax at the Magistracy on Saturday in which Indian Constable No. 496 was charged with sleeping on duty.

Mr. P. P. J. Wodehouse, Assistant Superintendent of Police, presented, and Mr. J. H. Gardiner defended.

Evidence of the man being found asleep in a verandah by an Indian Police Sergeant having been given, defendant admitted that he was one of the men who wished to resign. Asked why he wished to go, he said it was in consequence of a letter which he had received with regard to his wife.

Mr. Wodehouse—Were you fined \$3 for insubordination on the 14th?

Mr. Gardiner—I object.

Mr. Wodehouse said he could show why prisoner wished to get himself reported. (To defendant)—Are you satisfied with your pay and prospects in this force?—No.

You said just now that you wished to resign because of private affairs, didn't you?—Yes.

Was it not on account of your being dissatisfied with your pay that you wished to resign?—I sent in my resignation because my brother said there was no one to look after my family.

In the paper you sent in didn't you say you wished to resign because your pay was insufficient?—No. I didn't mention anything about that.

Did you sign that paper?—Yes. I first said something about the pay, but I got the letter afterwards.

His Worship—You received the letter after your application for discharge had gone in?—Yes.

Mr. Wodehouse—Well, you originally wanted to resign because of your pay?—Yes.

Mr. Gardiner said the offence was not a serious one, and asked that defendant be lightly dealt with.

Mr. Wodehouse said there had recently been an amount of discontent among certain of the Indian force, some of the members wishing to leave. But dismissal was no punishment for them; that was the one thing they wanted. In the opinion of the prosecution some of these men were now getting themselves on the report simply to get dismissed. It would be seen by a reference to this man's character record that there had been four reports against him since June 14th, the date on which the trouble began.

His Worship—What is his pay?

Mr. Wodehouse—A second class constable gets, roughly, \$13 per month; then there is remittance allowance and language allowance, which would make it about \$20 a month in all. Mr. Wodehouse added that the defendant was brought before the Court simply because dismissal was no punishment. He asked for a heavy penalty.

A fine of \$50, in default six weeks' imprisonment, was imposed.

DRYDOCK "DEWEY" FLOATED.

The drydock Dewey, according to reports from Olomague, was floated at 5 o'clock on Wednesday morning by the use of her own air compressors and pumps. It is believed, says the *Columbian*, that she is not so badly damaged but that she can be fitted up for use at small expense. The board appointed to make an investigation into the sinking of the Dewey worked the entire day on Wednesday to ascertain the present condition of the huge dock and also to find out if possible the cause of her sinking. It is believed the entire hull will be serviceable with a little repair and that a part of the machinery can be repaired so that it will be as good as ever. The electrical dynamo and appliances are practically ruined and new apparatus will have to be installed.

To the untiring efforts of Naval Constructor Adams, who has worked day and night during the past two weeks to bring the huge dock to the surface, is due great credit. He was assisted by Naval Constructor Hammer and a force of men, who also worked incessantly, and by whose assistance the raising of the Dewey was finally accomplished.

On certain occasions it would seem that the Queen Mother is not to be referred to as such. In reply to a question as to the second loyal toast on convivial occasions, the King's Private Secretary has notified a correspondent that this toast should run: "The Queen, Queen Alexandra, the Duke of Cornwall, and the rest of the Royal Family." And, indeed, most of the King's lieges will find the more familiar title the one they will like best to use at all times.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 1st.

DAGGER SOCIETY.

A report is going the rounds that a telegram has been received from a government informer in Hongkong that in that Colony are thousands of the Dagger Society men who have planned to come up to the City some time during the 6th moon, burn down the police stations and plunder the city. While there is likely to be little truth in this report there is no doubt that these secret societies are causing the government a considerable amount of trouble. Some few weeks ago the viceroy appointed a deputy to inquire into the methods of the above mentioned society, and a scheme is on foot to establish reformatories or workhouses where the unemployed may obtain work and even learn a trade to prevent them from drifting into crime. It is very often poverty that causes men to drift into these societies, and the government are beginning to realize that they have a responsibility in the matter. The Dagger League men, however, deserve little pity, for they add murder to their creed as well as robbery. Only a day or two ago a man walking along the Bund accidentally collided with one of these miscreants, who immediately drew his knife and stabbed him fatally. Such persons as these are beyond the pale of sympathy.

CLAN FIGHT.

On Honan Island there are two villages called Kak Shan and Chong Chow. A few days ago a story-teller came to the former village and among his audience were seven men from the latter village. As the crowd pressed round the story-teller they pushed out of the way a stall-holder on the opposite side of the street. The man naturally resented this, and in a fight which followed the Chong Chow men wounded the stall-keeper. Some men of the Kak Shan village then made their way to Chong Chow with the avowed purpose of burning it down. This latter place is noted for its beautiful flower gardens which surround the place. The invaders got horses, which they throw over the flowers and burnt them. The Chong Chow people came out in force and there was a regular battle in which many persons were wounded. It is a peculiar custom in Kwong Tung that when a fight of this nature takes place all the villagers are expected to participate, otherwise they lose their privileges. It has been known for persons to receive 2 a day for fighting, and often \$100 has been given as compensation to the family of any one who is killed in the fight.

July 2nd.

A NEW SOCIETY.

During the past few weeks no fewer than 240 families have entered the city and suburbs from villages in the adjacent districts. The reason is said to be the fear that the robbers and secret society men are creating trouble among peaceable folk. Men, thinking that their families are in danger, have therefore sent them within the city, where they can be protected by the police. In one place, Sai Chin, although notorious for its robbers, there have not up to the present been any secret societies at work. A few days ago, however, several hundred bad characters made a feast in an eating-house and then determined to form a society among themselves. It is stated that this new association is being largely joined by the inhabitants of this place, looking upon it as an honour to be a member. It is no wonder, therefore, that peace loving men send away their families.

BIG FIRE.

At 12.30 a.m. yesterday a big fire broke out in San Tan Lun in the Western Suburbs. It originated in a medicine shop, and the cause is said to have been the carelessness of some men who were drying herbs over a fire. The blaze quickly spread and was not a little helped by the high wind that was blowing at the time. Though all the brigades near were soon at work, they were unable to subdue the flames until three shops had been destroyed. Damage to the extent of several thousand dollars was done, but happily no lives were lost. The city has been very free from fire lately.

OPIMUM MONOPOLY.

A branch office for the collection of the opium tax has been started at Fatahan.

OPIMUM RETAILERS.

The Anti-Opium Bureau has issued a notice to request the prepared opium dealers to apply for their licences. These licences are divided into three classes according to the amount of prepared drug allowed to be stored. The cost of the licence is \$6, \$4, \$2, and they are to be renewed every six months. Strict rules are being framed to prohibit illicit trading in this drug, and the Provincial Government is taking measures to ascertain with as great a degree of accuracy possible the amount of opium consumed.

BRIBEY.

Some of the staff of the Kwong Chow Chamber of Commerce have been accused of receiving bribes from the promoters of the Opium Monopoly for the purpose of furthering their interests. A great deal of indignation has been excited over this, and a telegram reporting the occurrence has been sent to the Minister of Industry and Commerce at Peking. A meeting is to be held to-day to consider what action shall be taken in the matter, and all the leading members of the Seventy-two Guilds have been invited to attend. They have also been asked to bring the "chops" of their hongs with them, so that their resolutions, properly sealed, may be sent to the Capital.

STUNG BY ARMS.

The Minister of Industry and Commerce at Peking has sent a despatch to the Viceroy notifying him of the fact that he has received from certain merchants in Hongkong a memorial stating that robbery with violence is carried on to such an extent in the Chin Chow Prefecture as to seriously interfere with trade. The memorial

also states that arms are being smuggled into the Prefecture through Macao and other places. On receipt of the despatch the Viceroy sent messages to all the officials in the Prefecture urging them to greater attention to their duties and to do all in their power to discover the smugglers.

KOWLOON-CANTON RAILWAY.

The opening of the British section of the railway is imminent. Notifications appearing in the current issue of the *Government Gazette* point to this. One over the signature of Mr. E. S. Lindsey, Chief Resident Engineer, invites tenders for the right to sell food, fruit, and other eatables on the passenger platforms, fruit stalls in the third class passenger waiting sheds and other portions of the Kowloon-Canton Railway premises, approved by the manager.

The successful tenderer will be required to deposit \$20 per station as security for good behaviour and compliance with the orders of the railway management.

1. The articles offered to be vend on platforms will be limited to food, fruit, created waters, teas, coffee, milk and other Chinese eatables and must be of the best quality obtainable. All articles of food will be subject to the daily inspection of the station-master or at any time by the medical authorities, and articles unfit for consumption will be rejected and taken charge of by the station-master.

2. All eatables must be sold at the prevailing market rates, and every vendor must carry with him an authorised list of prices to be periodically verified by the station-master, who will from time to time sign and date the list.

3. Each vendor must have fixed in a prominent place on the basket, or other vessel in which he carries the food and fruit, a notice as follows in Chinese:—

"Enquire for price-list signed by the station-master,"

and must show the current authorised price-list to any one desiring to see it.

4. Vendors must not noisily call out their wares as they pass up and down the platforms.

5. Vendors will not be allowed at stations while troop trains are standing at them without special sanction of the manager.

6. No hazards or risks will be allowed on the railway premises.

7. Vendors must be properly clothed and wear special numbered badges. Vendors not wearing the proper number badge of their stations will not be allowed on platforms. Badges will be issued to vendors by the railway, to be returned to the latter on the expiration of the licensed period.

8. The licence will commence from the opening of the railway until the 30th of June, 1911.

BUNGALOWS FOR SALE.

The second notification intimates that the Government are prepared to dispose of certain buildings erected for the accommodation of officers engaged on the construction of the Kowloon-Canton Railway, but no longer required for that purpose. The buildings in question are situated either near the South or North face of Beacon Hill Tunnel or at Tai Po.

On receipt of an application for any of the lots on the terms hereinafter set forth or such other terms as may be arranged, accompanied by a deposit of \$100 in respect of each lot, such lot or lots will be put up to public auction:—

(i.) The buildings will, in every case, be sold outright. The purchaser to pay into the Colonial Treasury within 3 days of the date of sale the full amount for which the lot may have been sold.

(ii.) The minimum area of land to be leased in the case of any of the lots will be 3,000 square feet, but, if desired and if practicable, the area may be increased to a maximum of 25,000 square feet. The boundaries in every case to be determined by the Director of Public Works.

(iii.) Crown Rent for area of 3,000 square feet, \$15 per annum, and for every additional 1,000 square feet \$4 per annum. The rent to be calculated to the nearest whole dollar in each case.

(iv.) Term of lease, 5 years.

(v.) A right-of-way to each lot from the nearest public road along a route to be approved by the Director of Public Works will be granted.

(vi.) Purchasers must make their own arrangements with regard to obtaining a supply of water. Any supply that may at present be laid on will not be available.

(vii.) Purchasers must make their own arrangements for lighting. Electric light, for which some of the bungalows are fitted up, will not be available.

NIGHTINGALE A NUISANCE.

The Supreme Court of Vienna has to decide whether or not the song of a nightingale can be a nuisance in the legal sense of the word. An inhabitant of Graz hangs a nightingale in a cage outside his windows in the evenings. A neighbour declared the bird's song disturbed his slumbers, and applied to the local authorities for redress. They decided that the nightingale must be kept indoors when it sings at night, but its owner has appealed against this ruling, and the case has now come before the highest court in the country. The judges have reserved judgment after hearing the evidence, and it is possible that the nightingale may be brought to Vienna and be given an opportunity of showing the quality of its song in court.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Bah* left Manila on the 1st inst., and is due here to-day at daylight. The N.G.I. str. *Capt.* left Singapore for this port on the 1st inst., and may be expected here on or about the 7th inst. The P. & O. S.N. Co's str. *Dahli* left Singapore for this port on the 1st inst. at 5.30 p.m., with the outward English Mails, and is due here on the 6th inst. at about 7 a.m.

RANDOM REFLECTIONS.

Half the year gone already! It seems only a few days since we celebrated the New Year, and now we are having midsummer heat with a soupçon of typhoons.

The typhoon signals were in evidence the greater part of the week, but fortunately the dread visitant did not reach our shores. What is our gain is somebody's loss, or should it be the other way about? Anyhow the proximity of the typhoon brought us the much needed rain, and the four dull days were not begrudged when it meant so much for our material benefit.

The fall in the temperature must have been appreciated. It gave a pleasing cessation from the summer molasses which characterizes most bodies, and those who suffer from prickly heat must have enjoyed the relief which those four days afforded. The coolth was particularly noticeable in the morning tub. Didn't it make a difference to those who want sea bathing? Not only was the water cooler, but the jelly fish were much in evidence.

To-day our good friends the Americans celebrate their national fête. But apparently it is not to be so festive as in previous years, as the authorities in "God's country" are trying to modify the jubulations so as to reduce the death roll.

Most men who have used language when they tried to find a missing collar must have pondered in their calmer moments why their lives should have been plagued by such an invention, which really seems a device of the evil one to lure weak mortals into sins which they never contemplated. Sir F. Carruthers Gould has, I notice, given us an explanation as to why man invented studs. He says that man saw what was coming with the revolt of woman, and so he invented studs, in order not to be so dependent on woman and needlework as before. But all the same, man without the help of woman and the needle is a very indecent object.

Most people in the East have at one time or other amusing experiences with native servants. A French lady down in Annam tells how she was startled one day when she found her cook rolling rissoles by "rubbing them up and down his bare body with the palm of his hand." It is not surprising that her visits afterwards to her chef's quarters were less frequent.

From the thrilling adventures of that great American sportsman Theodore Roosevelt pale into insignificance when compared with our local big game hunters. Mr. Roosevelt graphically describes his adventures in the wilds and is able to name the wild beasts that have fallen to his unerring rifle.

But our valiant sportsmen, who set out to shoot a tiger whose transgression on the boundary of civilization was not appreciated, fired a sensation into print which has actually kept Hongkong alive for a week.

To begin with, the bold local hunters, whose descriptive powers are evidently high-coloured, succeeded in bluffing a journalist and in persuading him that they had shot the tiger. This glad news was detailed to Kowloon residents so that "they might sleep peacefully at night."

As is only natural, letters of congratulation poured in on the successful hunters. Then it appeared, in the light of further information, that the animal killed was of a species unknown to zoologists. The few who saw it, men not versed in the science, were doubtful whether it was a puma, a wolf, a panther, or a bear.

From its remarkable performance in the jaws of death, however, it could be none of these, and I do not wonder that one of its slayers stood aghast when he saw it leap thirty feet into the air with a broken spine and then proceed to dig its own grave.

Meantime, the skin of this unknown quadruped has been left with carriers in the New Territory. The hunters have not yet decided who shall take it. Before they do, might I be allowed to suggest that they should offer it to the museum at the University, if it is really a Chinese wolf.

Here is a true tiger story. A French lady in Annam narrates that after she had killed a tiger she went to her kitchen later and found the cook pounding up and boiling the eyes of the animal. His little nephew was made to swallow the concoction, and the cook declared triumphantly "now he always see my Lord Tiger before my Lord Tiger see him."

How simple life must have been with the ancients! And how slow! The present day mortal, if it were possible that he could be transferred to those bygone times, would surely die of ennui. The following Hecaton transcript shows what the ancients missed:

The ancients thought the world was flat. I'm really not surprised at that. We find it flat, I dare to say. If we were living in their day, No show girls to delight the men, No pipes to smoke and no cigars, No cocktails served at handsome bars, No bridge to play and no pink tea, No ladies speeding o'er the seas, No yellow journals and no fads, No yowling monstrous picture hats, No tariff problems to attack, No gowns that button up the back, No and seat hogs with manners rude, No monkeying with the price of food, No ice hills, no cold storage eggs, No lunatic doctors and no syringes, No trolley cars with clang and whirr, No Teddy to keep things a-strir— Say, is it any wonder that The ancients thought the world was flat?

RODRICK RANDOM.

LOCAL SPORT.

BOXING TOURNAMENT.

A well-arranged and exceedingly interesting series of boxing contests was witnessed by a large attendance at the City Hall on Saturday night. The sport has been dormant for some time now, and it was this fact, coupled with the names of many well-known fighters which were advertised, that attracted such a large concourse to the Theatre Royal on such a sultry night. Apart from the congratulations due to the promoters on the excellent fights arranged, they are also to be commended for the action taken with regard to the ring-side seating arrangements. Usually, a patron who booked a seat in advance arrived at the ring-side on the night of a contest to find it "jumped," but on this occasion the old custom did not work. The numpers were removed, as they should have been, and it will be a step in the right direction if other promoters follow this wise example. Mr. Jack Dempsey acted as referee, Messrs. Kelly and Bond were the timekeepers, and Mr. G. Turner was master of ceremonies.

The first fight of the evening was a six round contest between Coyne of the Naval Yard, 8 stone 13 lbs., and Drummer Bouchier of the Buffs, 8 stone 9 lbs. Bouchier had advantages in weight, height and reach, but Coyne was generally fancied as a winner on account of his excellent record. He was not up to his usual form, however, while the Drummer showed marked improvement. Bouchier showed up well in the first few rounds, but Coyne improved in the third, and in the fourth scored all along, but was not in fit condition to maintain his advantage. He retired "groggy," and coming up in the fifth round was stopped by a heavy right swing on the jaw, which would probably have been his Waterloo but for the welcome sound of the gong. The sixth round was a scorcher, both men "mixing it" until strength failed, and neither had a hit left. Bouchier was given the decision.

Then came Lance-Corporal Harris, 11 stone 6 lbs., and Gunner Bedbrook, 10 stone 5 lbs., to try conclusions in a contest of eight two-minute rounds. Bedbrook was decidedly too clever for Harris, but the latter's capacity for taking punishment, and the apparent toughness of the vulnerable parts of his anatomy, carried him through the mill. Bedbrook's right was swinging heavily on his opponent's jaw or crashing over the heart, but the blows lacked the sting necessary to stop the tough lance-corporal, who seemed to improve as the fight progressed, and gave his opponent a hot time in the final rounds. The referee could not separate the men.

A ten round contest followed between Gunner Chicago, 10 stone 5 lbs., and Eddie Burns of Chicago, 10 stone 10 lbs. The man from Chicago met his match in the active and elusive gunner, and were it not for his smartness in covering would have been innumerable stars and worn many stripes. In the first few rounds the contestants felt their way, and then "Ginger" appeared satisfied as to the capabilities of his opponent, and set to work. His right swung on to the jaw of Burns with tiring effect, and although he stopped a few heavy left swings, he generally succeeded in eluding the exchanges. From the eighth round Burns began to tire, but in the last two minutes he lived up considerably, and the spectators witnessed a stormy time until the sounding of the gong. Both men "mixed it," but Arandel's activity kept him clear of the vicious swings of his opponent, and when the wild excitement of the audience had died down, he was proclaimed the winner.

After the fight the American challenged Arandel to a twenty-five round contest for any amount of money.

The main event was a twenty-three-minute round fight between Sergeant Piggott and Battling Willott, better known as Simms. Piggott's weight was given as 11 at 6 lbs., while Simms turned the scale a pound heavier. The result of this event pricked another of Simms' bubbles, and belied the reputation of Sergeant Piggott who was so widely circulated. Piggott may have brought a good record from home, and he may be, as has often been asserted, a good shadow puncher, but his skill with shadows availed him nothing when he stood up to a reality like Simms. The black man was undoubtedly his superior, and having regard to the Sergeant's past record, it can only be supposed that he is now passing into that class known as the "has been."

The opening stages of the fight showed Piggott cool and collected, wasting no energy on needless coon dances, taking what punishment came his way and only hitting when his blows were likely to take effect. Simms, on the other hand, was as skittish as an unbroken colt, and was probably trying to disconcert his opponent with his gorilla-like facial contortions. He repeatedly drove his left on the Sergeant's jaw, while Piggott played principally for the heart and kidneys. Both, however, were tough men, and beyond a trickle of sweat, the blows had no visible effect. Piggott had a clever guard, and was sending home some very pretty uppercuts, but the effect was not apparent on the negro, whose left continued to land with unabated force on the soldier's face. Simms was somewhat lax in his observance of the rules under which he was fighting, but it appeared that a few of his "fouls" were unintentional. Once he deliberately tripped his opponent, and again baited him under the chin with his head. In the eleventh round the American transferred his attention from Piggott's jaw to the lower part of his anatomy, and placed a telling right on the wind which sent the soldier to the boards with a thud. Simms then walked to his corner and generously gave the white man a chance. Piggott managed to reach his feet before the count had ended, and then Simms was at him

again, but the former kept covered until the gong brought relief. When he came up in the twelfth and last round, however, it was obvious that the soldier had had enough. Once more the heavy right of the coon crashed on his wind, and again Piggott went to the boards. By a supreme effort he managed to beat the counter, stagger again to his feet and sway towards his opponent. Then the referee promptly and very properly intervened. Detaining the eager Simms, who was anxious to give the hopelessly defeated man his quietus, he raised the black arm to indicate the victor. Piggott, however, took the intervention with bad grace. Like the bull dog of his native land, he would not own defeat, and had he been permitted, would have stood up to his opponent until he was laid, an inert form, on the boards. He was sufficiently punished, however, and despite the outcries of his supporters, the referee did what was right.

LAWN TENNIS LEAGUE.

TAIKOO V. Y.M.C.A.

Played at Quarry Bay on Saturday this match resulted in an easy victory for the visitors by 84 to 15, Scores—

Edwards and Hickling beat Rose and Macaskill 11-0, McCubbin and McLennan 9-2, Hamilton and Aitken 8-5.

Lo Briton and Vireash beat Rose and Macaskill 10-1, McCubbin and McLennan 9-2, Hamilton and Aitken 9-2.

Shorey and Clements beat Rose and Macaskill 10-1, McCubbin and McLennan 10-1, and Hamilton and Aitken 8-3.

In celebration of the opening of their pretty little green, members of the Taitkoo Club had an "at home" on Saturday afternoon to which members of other bowling clubs in the Colony were made welcome. Bowling matches were arranged, and tennis was indulged in, while refreshments followed on the exertions of the players. Members of the home club met teams from the Cosmopolitan, Ducks, the Civil Service Club, the Police Recreation Club and the Kowloon Bowling Club in a game of 21 heads, and scored a win by five points. The home team beat the Cosmopolitans by twelve points, and lost to Kowloon by four, to the Civil Service by two, and to the Police by one point.

Prior to the play, Mr. Grimshaw asked Mr. Robertson to open the green, at the same time presenting him with a silver jack on a stand.

Mr. Robertson rolled the jack along the green, and declared it open.

Mr. Harwick, who has devoted so much time and attention to bringing the green to its present state of perfection, was then made the recipient of a handsome rose bowl mounted on a blackwood stand and the thanks of members of the Club.

CANTON OPIUM MONOPOLY.

The following is a continuation of the notice issued regarding the Opium Monopoly:—

11. The salary of the Deputy is to be paid by the Bureau, and the business men have no responsibility in this matter.

12. The Deputy has no right to receive any remuneration from the various districts, but is to confine himself to investigation only.

13. Should any trouble arise in the transaction of the opium business, the business men are requested to petition a deputy to clear up the difficulty and the salary of such a deputy shall be paid by the merchants.

14. The amount of opium imported into the province last year was:—Foreign opium, 18,539 piculs; native, 7,972 piculs, from which 21,208,000 taels of prepared drug were made. The tax at 30 cents per tael would produce \$6,362,400.

15. The year before last the amount of opium imported was 1,430 piculs less than the previous year, and last year showed a further falling off of 420 piculs. The consumption of native opium is becoming less and less daily.

16. The annual tax on this drug will amount to \$6,000,000 of which \$1,500,000 should be collected during the first three months. The merchants are requested to put up security equal to this sum (\$1,500,000), which will be returned at the end of 30 months.

17. Of the \$6,000,000 expected to accrue from this tax, 10 per cent. will be appropriated by the Anti-Opium Society and 20 per cent. by the merchants for defrayment of expenses, and the remaining 70 per cent., amounting to \$4,200,000, will be appropriated by Government. Of this sum an amount equal to 60 cash per tael of opium will be remitted to Peking, but the rest will be used to take the place of the gambling tax.

18. The merchants must hand over the money received as tax every ten days to the said Bureau. The surplus, after the percentage for expenses has been deducted, will be put into a certain bank, and at the end of each quarter will be handed to the Provincial Treasurer.

19. If this innovation can be carried out successfully, Imperial sanction will be obtained to extend it to other provinces. The annual tax may then be expected to produce \$20,000,000.

20. This innovation must be throughout its course carried on properly. At the end of the period the work is to be done as zealously as at the beginning, and no business must be allowed to spoil the anti-opium cause. Merchants are advised to carry out all transactions with discretion and avoid all cause of trouble.

How to be BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creams, Charman's, and Pond's Cream will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd. Sole Agents. 467

REVIEWS.

Sholen Honey. By ADA and DUDLEY JAMES. London: Stanley Paul & Co.

A cleverly conceived, attractively written and exciting story, throughout which interest never flags. Bright dialogue abounds in its pages, and exceptional characters are introduced. Passing from chapter to chapter the reader becomes more and more engrossed in the story, and he is fain to close the book until he reaches the exciting climax.

The River Amazons. By HENRY WALTER BATES, F.R.S. London: John Murray.

In this learned and interesting work the naturalist on the river Amazon (Mr. Bates) gives a record of adventures, habits of animals, sketches of Brazilian and Indian life, and aspects of nature under the equator during eleven years of travel. From this book the reader can learn much of the wonderful South America, of the peoples who inhabit the region of the mighty Amazon, and of the flora and fauna of the vicinity. Mr. Bates' researches in the wilds of the great Southern Continent, and his contributions to the science of natural history are extensive. Even if the reader is not a student of natural history, he cannot but revel in this alluring story of the little-known Amazon. The book is well written, and judging by the author's description the Amazon region would prove a terrestrial paradise to Tired Tim as well as to the naturalist and sportsman.

Mad Shepherd and other Human Studies. By L. P. JACKS. London: Williams & Norgate.

These sketches of two strong types of rural characters are well drawn. They are original, yet true to nature. Sharley Bob is a shepherd who communes with nature, learns the lore of the heavens, and yet is sufficiently human to get drunk at times. One wonders whether he is sane or not, but whatever the verdict his personality and his words will be found attractive. A sweeter disposition is that of the agnostic shearer, who did good by stealth and blushed to find it known. The studies are intensely interesting, and the volume which is the first from the pen of the gifted editor of the "Hibbert Journal," should be appreciated by all who are stimulated by thoughtful writing.

A Gentleman of Virginia. By FRANK JAMES BRENNER. London: Macmillan & Co. Hongkong: Messrs. Kelly & Walsh.

This is a stirring story of the times of the French Revolution. In some respects it is reminiscent of "The Scarlet Pimpernel." It is so absorbing and fascinating that once commenced it has to be finished practically at one sitting. The story is not concerned with the great events in that historic anarchy, but the background of blood and strife, the heroism and sorrows afford a picturesque setting for a very pretty tale. The gentleman of Virginia is a son of the new born American republic, who, fired by the heroism of Marquis de Lafayette when he offered his services to the Americans in their struggle for independence, decides on reaching man's estate to strike a blow for the people of France. The difficulty of fighting for the sacred cause of liberty when anarchy prevailed in the land and his association with aristocratic friends leads to many complications and adventures, in which of course the love element is particularly strong. However, he wins through and the story ends with marriage bells in Virginia.

The Oxford Colleges. By ELSIE M. LANG. With 24 illustrations. London: T. Werner Laurie.

Books about Oxford seem plentiful at the present moment. The latest is a very neat little volume, almost literally of waistcoat-pocket size, being uniform with a series which Mr. Werner Laurie is publishing on various on the drama, castles, inns, etc., of England. One of the recent works about Oxford was confessedly written to satisfy the curiosity which "his sisters and his cousins and his aunts" are likely to manifest in the place of the undergraduate's residence. Miss Lang's book, though less ambitiously planned than that particular work, should serve a similar purpose. It gives, in brief compass, all that the average visitor wants to know about the twenty-one colleges which make Oxford so delightful a city; and draws attention to their chief architectural beauties. The author makes good use of the quaint literature which the Middle Ages have handed down to us, concerning the colleges and their great men, and has herself a pleasant style. The twenty-four photographs which adorn the book, though necessarily small, are well chosen and adequate. Altogether, as a first introduction to the old University, "The Oxford Colleges" is a book to be recommended.

THE HIPPODROME CIRCUS.

In these dull days, when amusements after the day's work are few, the advent of the Byzack's Hippodrome Circus and Menagerie to Hongkong should be welcomed. This well-known combination was expected to arrive here by the French mail at daylight this morning, and will shortly open at Causeway Bay. Since its last visit to Hongkong, the circus has acquired the services of many new and up-to-date performers, while many old faces will appear in the ring. New clowns with new buffoonery and new trapeze artists will make their bow, while the steel-jawed Orsels will give remarkable feats of weight lifting with their teeth. Then Mr. Karl Kramer will give an exhibition of strength, and will be prepared to meet anyone, irrespective of colour, in a wrestling match, catch-as-catch-can or the Grasso-Roman style. The programme, we are assured, will be an exceptionally interesting one, and one that will prove attractive to patrons.

HONGKONG GYMKHANA CLUB.

The programme for the third gymkhana which is to take place next Saturday is as follows:—
A CLASS OF OPEN ROUND FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. 1st prize: presented. 2nd prize: \$25. (Entrance fees to go to winner).

Mr. Dryadest's Sorosis, Messrs. Moxon & Godge's Temptation, Capt. Hesthote's Hinton (late Uranus), Sir H. May's Moonbeam (late Date Tree), Mr. Hickman's Kerry, Capt. Hesthote's Tomahawk, Mr. L. N. Lee's Resolution, Rear-Admiral Lyon's Llama Chief, Mr. Ellis Kadoorie's Romanian Chief, Mr. Blank's Spider Dhu, Mr. Ellis Kadoorie's Nizam Chief.

GYMKHANA STAKES.—Value \$100. Distance One mile. For all China ponies. Catch weights at 10 at 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffin allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5. 2nd prize: \$25. (Half entrance fees to go to winner).

Mr. Dryadest's Sorosis, Messrs. Moxon & Godge's Temptation, Capt. Hesthote's Hinton (late Uranus), Sir H. May's Moonbeam (late Date Tree), Mr. John Johnston's Odds On, Mr. Ellis Kadoorie's Sorosis Chief, Mr. Ellis Kadoorie's Belgian Chief, Rear-Admiral Lyon's Llama Chief, Mr. Hickman's Kerry.

5 lbs. allowance.

Bookmore Vale 8
Temptation 4
Llama Chief 1
Hinton (late Uranus) 1

"B CLASS" OF OPEN ROUND FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. 1st prize: presented. 2nd prize: \$25. (Entrance fees to go to winner).

Mr. M. W. Slade's Twirlwit, The Hon. P. G. Scarlett's Nankin, Major Eaton & Mr. Potter's Jock Scott, Mr. H. Humphreys' Coxcorn, Mr. H. G. Macleod's Hector, Mr. Frederick Ellis' Triad, Mr. O. K.'s Yarbore, Mr. Ellis Kadoorie's Belgian Chief, Mr. H. Humphreys' Barry, Mr. Blank's Spirit Level.

TWO PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a Trophy will be given to the team which scores the highest aggregate of points, all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season. He is to carry his own equipment for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate Trophy two at least of the Members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man and each Gymkhana.

The Committee of the Gymkhana Club will appoint a Judge who will judge this competition throughout the season and his decision shall be final. In the case of illness or absence of any Judge appointed the Committee shall appoint a substitute.

MARRS.
Mr. Godge's team 81
R. G. A. 77
The Magpies 64
Mr. Blason's 54
The Buffs A 53
The Buffs B 39
The Nival 20

LADIES' NOMINATIONS. 5 FURLONGS FLAT RACE.—For China ponies subscription griffin of the season 1909-10 and all bona fide polo ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat, and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. No pony to be scratched after entry except on account of sickness.

When entering for this event Competitors are requested to give Lady Nominator's name. Owners must provide a rider to correspond with each pony entered by him. The names of riders must be communicated to the Honorary Secretary two days before the date of Gymkhana. Entrance fee \$5. First and Second Prizes presented by the Gymkhana Club.

Mr. Fred. Ellis' Job Trotter, nominated by Mrs. Ellis.
Mr. Hickman's Kerry, nominated by Mrs. Maitland.
Mr. H. Humphreys' Coxcorn, nominated by Mrs. H. Humphreys.
Mr. L. N. Lee's Resolution, nominated by Mrs. Lee.
Mr. O. K.'s Double Dragon, nominated by Mrs. von Wisler.

ONE AND A QUARTER MILE FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize presented by the officers of the Garrison. 2nd prize: \$25. (Entrance fees to go to winner).

Mr. John Johnston's Odds On, Messrs. Moxon & Godge's Temptation, Capt. Hesthote's Hinton (late Uranus), Rear-Admiral E. Lyon's Llama Chief, Capt. Hesthote's Tomahawk, Major Eaton & Mr. Potter's Jock Scott, Mr. Blank's Spirit Level, Mr. H. Humphreys' Barry, Mr. Ellis Kadoorie's Belgian Chief.

THE JAPANESE TARIFF.

The Times, in a recent editorial, called attention to a letter written by Mr. H. G. Wilcox, the secretary of the China Association, which, it states, should be studied carefully. "The statements made in the letter are entirely opposed to the official Japanese view. Our Tokyo correspondent has been assured that British trade interests would take no harm from the modifications Japan was introducing into her tariff, chiefly, it was maintained, in order to raise fresh revenue. Though we do not question, or doubt the good faith of the resuming official statements that have been made, we are uncomfortably reminded by them of similar statements made in connection with the American Tariff last year, and of the controversy aroused by some of the provisions of the more recently discussed French Tariff. No foreign country ever admits that British interests have received other than proper consideration when it is drafting a new tariff, yet, somehow, we rarely find a tariff which British interests are not more unfavourably affected than those of other countries in regard to some of the most important articles on our export list. Many people will think that a key to the usually adverse treatment applied, in practice, to British merchants and manufacturers by foreign countries is to be found in the remarks of Count Komura, referred to in Mr. Wilcox's letter. Count Komura said last January, with reference to Japan's concessions to England, in regard to scales of duties, that England, "being a perfectly Free Trade country, had no means of purchasing tariff concessions from other nations." Apparently, as England has no means of purchasing such concessions, it is not the intention of Japan to grant her any, in spite of the "utmost care to consider British interests" which the Japanese statesmen maintain that they have shown.

The examination of Mr. Wilcox's letter will convince most people that manufacturers and shippers of British goods who trade with Japan will be seriously prejudiced by the new tariff. The investigation conducted by the China Association was very difficult in the absence of full statistics as to the trade of Japan, which are available only to the Japanese Government; but the figures set forth by Mr. Wilcox respecting certain of the more important classes of articles exported from the United Kingdom to Japan are conclusive evidence that in spite of protestations to the contrary, British trade will suffer seriously by the changes in the tariff. On many of the articles the rates are doubled, and on several they are trebled, and the articles in question are, in nearly all cases, imported chiefly from this country. As Mr. Wilcox says:—"The increased rates, or the effect of the increased rates, will fall mainly on British manufacturers." He adds that when they are put in force they will compel many British firms now trading in Japan to abandon their business there. A superficial glance at the mere changes in the rates on various articles shown in the new tariff as compared with its predecessor, may easily give a very misleading idea as to the real incidence of the new duties. In the first place, the classification has been superseded by a much more elaborate one. In the second place, it is not once evident that, although the rate on each description of goods is identical for all countries, some of the very heaviest increases fall on articles which are imported much more largely from the United Kingdom than from any other country. The art of so devising a tariff that the products of a particular State shall be more heavily taxed than those of some other State, or States, from which "concessions" have been obtained while the tariff was in process of construction has been carried to a high pitch of perfection of late years, and the country which usually suffers most in this way is the United Kingdom. In spite of the disclosures offered in the official explanation, the result in the case of the Japanese Tariff, seems hardly more agreeable to us than it had been such unavowed favouring of nations which are our commercial rivals. We can hardly believe that the responsible statement of Japan realize in full the effect which the new tariff is bound to have upon the trade relations between the two countries.

PECULIAR EFFECT OF THE HEAT

On the N.B. Railway, half-a-mile from Killybeg, owing to the intense heat the rails expanded to such an extent that they assumed a cork-screw shape. Fortunately no train was due at the time, and the local surface men happened to be working near the spot. Every precaution was at once taken for safety, the passenger trains from either side being run forward to the point of obstruction, and the passengers detained there, afterwards walking over the point affected. It took a large squad of men several hours to put matters right. "The rails," wrote a correspondent, "had serpented to an extent incredible unless one had seen it. There seemed to be at least 40 yards of symmetrical and even graceful deflection, on a normally straight piece of line. The eccentricity, it seems, followed immediately upon the slight loosening of the rails by means of platelayers. As soon as it was eased, it and its neighbours sprang into a series of curves, which not even the most docile of trains could possibly have followed."

RUBBER.

The Daily Graphic of June 7th notes:—"There has been no improvement in the rubber market and prices have again tended to slip away. The movements, however, are of little importance as a rule. Among others, Consolidated Malay destined 1-8 to 1-5-16, Glanville's, Highlands and Lowlands, 1-8 to 1-5-16, Kianang Produce 4 to 1-13, Kuala Lumpur 1, Malacca 3, and Patating half-a-crown. The Kianang Rubber reports a rubber output for May of 7,200lb., making 57,300lb. for the ten months."

NEW RUBBER COMPANIES.

The prospectus of the David Young Rubber Estates (British Guiana), Limited, will be issued at an early date, the capital being £25,000 in 2s. shares, of which 400,000 shares will be offered for subscription at par. The company has been formed to acquire a going concern and further planting and developing the freehold estate of Mr. David Young situated near Morawhanna, on the Aruka River, about 170 miles from Georgetown, together with his nine valuable Government rubber concessions in the north-west district of British Guiana. The company owns the whole of the island of Galang, comprising about 37,500 acres, of which 3,000 acres are stated to be suitable for planting rubber.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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K. BYZACK, Proprietor and Manager.
G. O. ABELL, Director.
J. ROSS, Vice Representative.
A. JACKSON, Representative.

Hongkong, 4th July, 1910. [799]

TO LET.

No. 2, HOLLYWOOD ROAD.

Possession.

ABRATON V. APCAR & Co.,
14, Des Vaux Road Central,
Hongkong, 4th July, 1910. [800]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of
ARTHUR W. PEARSON, late of
The Taikeo Dockyard and Engineering
Company of Hongkong Limited,
Quarry Bay, Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the
Court has, by virtue of Section 53 of The
Probates Ordinance, 1897 (No. 2 of 1897), made
an Order limiting the time for sending in Claims
to or against the above Estate to the 29th day of
July, 1910.

Creditors and Claimants are hereby required
to send their Claims to the Underigned, by the
above Date.

Dated this 29th day of June, 1910.

J. H. KEMP,
Official Administrator.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESINA,
NAPLES, LEGHORN and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEBANTINE and
SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"CAPRI"
Captain Moresco, will be despatched as above
on TUESDAY, the 12th inst., at NOON.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 4th July, 1910. [4]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Cordonia" from Havre ex s.s.
"Dordogne" from Bordeaux ex s.s. "Vile de
Constantine" in connection with above Steamers,
are hereby informed that their Goods with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risks
into the Godowns and or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, whence de-
livery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Underigned. Goods remaining unclaimed after
the 11th inst., at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 12th inst., or they will not be recognized.

All damaged packages will be examined on
the 11th inst., at 5 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 4th July, 1910. [2]

PRINTING

Nothing creates such a good impression in

business as the use of First Class Printing.

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printing and material is generally nil.

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PUBLIC COMPANY

CHINA LIGHT AND POWER CO., LTD.

LOST.

CERTIFICATE of 100 Shares standing in
the Register of this Company in the name
of ARTHUR CROIL BELWYN MANNERS has been
LOST.

Script No. 269—13313/13412—100 Shares.
NOTICE IS HEREBY GIVEN that
Duplicate Certificate for the said 100 Shares
will be issued one month hence, and that the
Original Certificate unless produced within that
period will thereafter be held by the Company
as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 24th June, 1910. [775]

INSURANCES

FEDERAL MARINE INSURANCE

CO., LTD., OF ZURICH.

THE Underigned have acted as GENERAL
AGENTS of the above Company for the
past 15 years, and continue to ACCEPT
RISKS at Current Rates.

DADY BURJOR & Co.,
General Agents,
28, Des Vaux Road, Central,
Hongkong, 28th May, 1910. [655]

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE

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TOTAL FUNDS at 31st DECEMBER, 1908

£19,121,313.

I. Authorized Capital ... £26,000,000

Subscribed Capital ... £3,750,000

Paid-up Capital ... £1,212,500 0 0

II. Fire Funds ... £2,044,753 7 10

The Underigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 15th January, 1909. [783]

DAVID CORRAR & SON'S

MERCHANT NAVY

NATY BOILED

LONG FLAX

RELIANCE CROWN

TAPPAULING

ARNHOLD, KARBURG & CO

Sole Agents.

[535]

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NOTICE—THIS COAL can only be

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FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [629]

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(MITSU BISHI CO.)

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MOJI, KARATSU, WAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above, "IWSAKI"

Codes, AI, ABC 5th Ed., Western Union.

AGENTS—

YOKOHAMA: M. ASADA, Esq.

CHUNKIANG: Messrs. GRAHAM & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI,

Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [574]

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TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings,

Hongkong, 2nd February, 1910. [151]

TO LET.

No. 3, CANTON VILLAS, Kowloon.

A HOUSE, in Knutsford Terrace.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st July, 1910. [325]

TO LET.

No. 1, OBSERVATORY VILLAS,

Kowloon. Furnished or Unfurnished.

Apply to—

ABRATON V. APCAR & Co.,

14, Des Vaux Road, Central,

Hongkong, 3rd March, 1910. [363]

TO LET.

FIRST FLOOR of No. 4, Des Vaux Road,

recently vacated by Institution of

Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—

DAVID RASSOON & Co., Ltd.,

Hongkong, 8th March, 1910. [95]

TO LET.

No. 156, PRAYA EAST, From 1st June.

ALSO

OFFICES, at No. 2, PEDDER STREET,

from 1st July.

Apply to—

Messrs. JARDINE, MATHESON

& Co., LTD.

Hongkong, 1st June, 1910. [706]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in

occupation of Messrs. JARDINE,

MATHESON & Co., LTD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st July, 1910. [89]

TO LET.

OFFICES in Des Vaux Road, Central,

corner of Lee House Street.

Apply to—

Messrs. PERCY SMITH & FLEMING,

5, Queen's Road,

Hongkong, 2nd July, 1910. [440]

TO LET—AT MACAO.

A LARGE HUNGALOW, with Garden

and back yard, situated near the Band

Stand at the Avenida.

Apply to—

C. A. R. D'ASSUMPCAO,

75, Praia Grande, MACAO.

Hongkong, 6th June, 1910. [719]

TO LET.

Nos. 19 and 23, BELLEVUE STREET,

New 5-Roomed House.

GODOWN, 28, DUNDALL STREET.

"BILANDONAN," No. 5, Des Vaux Villas,

Peak.

"CHELTONDALE," No. 100, Peak, Fully

Furnished for September and October, 1910.

No. 2, CONDUIT ROAD, 5-Roomed House,

from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in

Kowloon, with use of Tennis Court, from 1st

June, 1910.

PREMISES at SHAMSHUI, CAPTAIN, lately in

occupation of the Canton Kowloon Railway.

FOR SALE.—TOS CRIST, at Peak, com-

manding a Magnificent View of the Harbour

and Adjacent Islands.

Apply to—

LINSIDE & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 22nd June, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDALL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st July, 1910. [88]

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NEW AND COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate

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KOWLOON MARINE LOT 49, Yamati,

Area 35,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of

Coal, Timber, &c.

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HUMPHREYS ESTATE & FINANCE

COMPANY, LIMITED.

Hongkong, 1st December, 1909. [790]

TO LET.

Nos. 2 and 3, GOUGH HILL (104, Peak),

as one or two HOUSES, Furnished or

Unfurnished.

Apply to—

Messrs. S. J. DAVID & Co.

Hongkong, 29th June, 1910. [762]

TO LET.

A HOUSE in Wong Nai Chung Road.

GODOWNS, PRAYA EAST, formerly occupied

by M.B.K.

A HOUSE in Clifton Gardens.

OFFICES in 16, Des Vaux Road Central.

"DAIRMOOR," No. 13, CONDUIT ROAD.

A HOUSE in ELTON TERRACE.

OFFICES in No. 2, Connaught Road,

3rd Floor.

No. 10, DES VEAUX ROAD CENTRAL,

1st Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLON

BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East,

corner of Observation Place. The Trams stop

at the door.

Also New EUROPEAN FLATS, adjoining

ceedingly valuable.

TO-DAY
Noon—An Extraordinary General Meeting of
Hongkong Ice Co.

FORTHCOMING EVENTS.
Wednesday, 6th July—Meeting of the Licensing
Board in the Colonial Secretary's Office,
2.15 P.M.

SHIPPING.

ARRIVALS.

CARL DIEDERICHSEN, German str., 774 G.
Jirgenen, 3rd July—Haiphong, Pakhoi
and Hoihow 2nd July, General—Jensen &
Co.
CHIEH, British str., 1,143, Lindbergh, 1st
July—Haiphong 29th June, General—
Butterfield & Swire.
CHIEH, Norwegian str., 1,102, H. Nilsen,
3rd July—Bangkok via Hoihow 25th June,
Rice and General—Aagaard, Thorsen &
Co.
CHINKIAN, British str., 1,292, Kay, 3rd July
—Tientsin 27th June, General—Butter-
field & Swire.
CHOIRING, German str., 1,021, Bruhl, 2nd July
—Bangkok and Hoihow 1st July, General
—Butterfield & Swire.
CHOYANG, British str., 3rd July—Canton.
HACHING, British str., 1,267, W. C. Passmore,
1st July—Fochow, Amoy via Swatow
2nd July, General—Douglas, Lapsnik &
Co.
HONGMOH, British str., 2,555, R. S. Bainbridge,
1st July—Singapore 25th June, General—
Chinese.
JAYA, British str., 2,631, A. E. Baker, 1st July
—London via Singapore 26th June, Gen-
eral—P. & O. S. N. Co.
JOSHIE MARU, Japanese str., 702, Y. Yama-
moto, 3rd July—Swatow 2nd July, General
—Osaka Shosen Kaisha.
KANSHU, British str., 1,143, W. D. Brymer, 2nd
July—Wakamatsu 26th June, Coal—
Butterfield & Swire.
KUMCHOW, British str., 1,449, J. D. Martin,
3rd July—Saigon 29th June, Rice and
General—Man Fat.
KUMANG, British str., 2,078, W. G. G. Leask,
3rd July—Canton, Penang and Singapore
27th June, General—Jardine, Matheson &
Co.
MANGHE, French str., 1,271, Gory, 3rd July—
Haiphong 1st July, General—Messageries
Maritimes.
ONSAHO, British str., 3rd July—Canton.
SOLSKAD, Norwegian str., 981, H. Melsen, 2nd
July—Manila 28th June, Ballast—Aagaard,
Thorsen & Co.
TIENSHIN, British str., 1,523, Boyd, 2nd July—
Swatow 2nd July—Butterfield & Swire.
TULIOWA, Dutch str., 2,061, A. Pander, 1st
July—Swatow 30th June, General—Java-
China-Japan Line.
ULV, Norwegian str., 835, Pedersen, 3rd July—
Newchwang and Dairen 26th June, Beans
and Beans—Aagaard, Thorsen & Co.

DEPARTURES.

CATHERINE APCAR, British str., for Singapore.
CHANGCHOW, British str., for Canton.
CHINHA, British str., for Shanghai.
KWANGKEI, Chinese str., for Shanghai.
HAYKAR, British str., for Amoy.
HONGMOH, British str., for Amoy.
KEONGWAI, German str., for Hoihow.
MATHILDE, German str., for Haiphong.
SUISANG, British str., for Canton.
SINGAN, British str., for Swatow.
TAMUIGAN MARU, Jap. str., for Ocean Island.
TIENSHIN, British str., for Saigon.
VALDUBA, British str., for Moji.

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HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS
AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"INDRASAMHA" TO-MORROW, 5th
July, 5 P.M.

For freight and further information
apply to—

SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 2nd July, 1910. [740]

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"GLENLOCHY"
Will be despatched for the above Ports on
FRIDAY, the 15th inst.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 2nd July, 1910. [798]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"PEMBROKE" Captain
Hayes, will be despatched as above
on or about the 18th July.
This Steamer has superior accommodation
for First Class Passengers at Cheap Rates,
being fitted throughout with Electric Light and
Electric Fans in State Rooms and Saloon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 30th June, 1910. [787]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	MAITA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 13th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 9th inst., at Noon
LONDON, HAMBURG & ANTWERP	GLENLOCHY	Brit. str.	—	Hayes	SHEWAN, TOMES & Co.	On 15th inst.
ROTTERDAM, HAMBURG & ANTWERP	PEMBROKE	Brit. str.	—	Bohmer	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
COPENHAGEN & ST. PETERSBURG	SITROMA	Dan. str.	k. w.	Guionnet	HAMBURG-AMERICA LINE	On 22nd inst.
COPENHAGEN	INDIEN	Dan. str.	—	Guionnet	MELCHERS & Co.	End of July.
HAYRE & HAMBURG VIA STRAITS, &c.	SIAM	Ger. str.	k. w.	Filler	HAMBURG-AMERICA LINE	On 20th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	BRASILIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	About Middle of Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Guionnet	HAMBURG-AMERICA LINE	On 17th Aug.
MAIRIELLES, &c. VIA PORTS OF CALL	ARMAND BEHIC	Fr. str.	—	K. Homma	MELCHERS & Co.	To-morrow, at 1 P.M.
MAIRIELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst., at D'light
MAIRIELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WESTPHALIA	Ger. str.	k. w.	—	NIPPON YUSEN KAISHA	On 20th inst., at D'light
MAIRIELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MAIRIELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	Malchow	HAMBURG-AMERICA LINE	On 3rd Aug.
MAIRIELLES & HAMBURG VIA STRAITS, &c.	MOCKELBURG	Ger. str.	—	W. Harding	MELCHERS & Co.	On 14th inst., at 10 A.M.
NAPLES, GENOA, ALEXANDRIA, GIBRALTAR, &c.	ROON	Am. str.	—	—	SHEWAN, TOMES & Co.	On 5th inst., at 5 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	1 m.	—	ARNDT, KARBURG & Co.	On 16th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC RAILWAY CO.	On 16th inst., at Noon
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	KUMERIC	Brit. str.	—	G. B. McGill	DODWELL & CO., LTD.	To-morrow.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC RAILWAY CO.	On 19th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	K. Kawata	NIPPON YUSEN KAISHA	On 16th Aug., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 16th inst., at Noon
TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th Aug., at Noon
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	KIKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	T. Sekine	NIPOFIELD & SWIRE	On 7th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	About 26th inst.
KORE & YOKOHAMA	COLENZ	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 6th inst., at Noon
YOKOHAMA AND KORE	ASUTSU MARU	Jap. str.	—	H. Raegener	NIPPON YUSEN KAISHA	Quick despatch.
NAGASAKI, KORE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 6th inst., at Noon
JAPAN	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 6th inst., at Noon
TIENSHIN VIA SWATOW, W. HAIWUI & CHEFOO	YUMAH	Dut. str.	—	Doorn	JAVA-CHINA-JAPAN LINE	On 6th inst., at Noon
CHEFOO & TIENSHIN	CHONGHONG	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 4 P.M.
SHANGHAI, KORE & YOKOHAMA	KYUICHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-day, P.M.
SHANGHAI, KORE & YOKOHAMA	ERNEST SIMONS	Fr. str.	—	Girard	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI, KORE & YOKOHAMA	KAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI, KORE & YOKOHAMA	CHOWANG	Brit. str.	—	N. Courtney	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 7 A.M.
SHANGHAI, KORE & YOKOHAMA	WAKASA MARU	Jap. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th inst., at 4 P.M.
SHANGHAI, MOJI & KORE	DELHI	Brit. str.	1 m.	W. R. Hickey	BUTTERFIELD & SWIRE	About 15th inst.
SHANGHAI	CHENAN	Brit. str.	—	O. Rahlo	MELCHERS & Co.	On 14th inst.
SHANGHAI TAKU, NAGASAKI, MOJI, &c.	CANDIA	Brit. str.	—	Y. Fusco	OSAKA SHOSHEN KAISHA	On 14th inst., at 10 A.M.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	KLEIST	Ger. str.	—	B. A. Peters	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, KORE & YOKOHAMA	SCANDIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 28th inst.
SHANGHAI, KORE & YOKOHAMA	BUJIN MARU	Jap. str.	—	—	MELCHERS & Co.	End of July.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SUNDA	Ger. str.	k. w.	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, MOJI, KORE & YOKOHAMA	SARINIA	Brit. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 10th inst., at 10 A.M.
SHANGHAI, KORE & YOKOHAMA	INDIEN	Dut. str.	—	Y. Katsuraki	BUTTERFIELD & SWIRE	To-day, at Noon
SHANGHAI, YOKOHAMA & KORE	TULIOWA	Dut. str.	—	M. Mathies	DOUGLAS LAFRAIK & Co.	On 6th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	JOHNN MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
TAMUIGAN VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 8th inst., at 10 A.M.
AMOY, CEBU & ILOILO	KAPOKO	Brit. str.	2 h.	J. Warrack	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAIKUO	Brit. str.	2 h.	P. H. Balf	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
SWATOW, AMOY & FOCHOW	HAIRAN	Brit. str.	1 m.	A. W. Outbridge	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 P.M.
HAIPHONG	CHIEH	Brit. str.	—	S. J. Payne	SHEWAN, TOMES & Co.	On 16th inst., at Noon
MANILA	YONGSANG	Brit. str.	1 m.	R. Rodger	MELCHERS & Co.	End of July.
MANILA	LOONGANG	Brit. str.	—	A. Fraser	MELCHERS & Co.	On 12th inst.
MANILA	ZAFIRO	Brit. str.	—	F. Semblil	MELCHERS & Co.	On 12th inst., at Noon
MANILA	RUBI	Brit. str.	—	A. Mosker	CARLOWITZ & Co.	On 6th inst., at Noon
MANILA	BORENO	Ger. str.	—	Morocco	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at Noon
KUDAT & SANDAKAN	HAKATA MARU	Jap. str.	—	J. Robinson	BUTTERFIELD & SWIRE	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	CAPI	Ital. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	FOONGANG	Brit. str.	1 m.	—	—	—
SAMARANG & SOERABAYA	SEANTUNG	Brit. str.	—	—	—	—
BATAVIA, CHERITON, SAMARANG, &c.	TULATAP	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	"KLEIST" Capt. O. PARNKE	17,000	About 13th July.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ROON" Capt. W. BARTLING	15,900	Thursday, 14th July, at 10 A.M.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"CORLENZ" Capt. H. RAEGER	6,750	Saturday, 16th July, at D'light
YOKOHAMA & KORE	"PRINZ WALDEMAR" Capt. F. ISEKE	6,100	About 26th July.
KUDAT & SANDAKAN	"BORENO" Capt. F. SEMBLIL	5,050	End of July.

* Fitted with wireless Telegraphy New System of Telenauten.
For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 2nd July, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.,
TACOMA & SEATTLE

VIA
SHANGHAI, MOJI, KORE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
KUMERIC	6,232	G. B. McGill	5th July.
AMERIC	4,463	J. Boyd	26th July.
SUBERIC	6,232	F. S. Cowley	22nd August.
OCEANO	4,687	F. W. Davies	27th September.
KUMERIC	6,232	G. B. McGill	26th October.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 30th June, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA
SEANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KORE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 4th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 5th July, 1 P.M.
SHANGHAI, KORE & YOKOHAMA	"POLYNERIEN" Capt. Broc	On 18th July, P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 19th July, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building.

Hongkong, 22nd June, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" SAT. 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.
"EMPERESS OF JAPAN" SAT. 6th Aug.	"ALLAN LINE" Friday, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	
"EMPERESS OF CHINA" SAT. 27th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF INDIA" SAT. 17th Sept.	"ALLAN LINE" Friday, 14th Oct.
"EMPERESS OF JAPAN" SAT. 8th Oct.	"EMPERESS OF IRELAND" Fri., 4th Nov.

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) Kobe, Yokohama and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the latest Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 (Intermediate Class Passengers) £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"KUMERIC"

FROM HONGKONG,

TO-MORROW (TUESDAY), THE 5th JULY,

FOR VANCOUVER DIRECT.

To be followed by

AYMERIC ... 26th July.

OCEANO ... 27th Sept.

KUMERIC ... 20th Oct.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO

Hongkong.

Hongkong, 23rd June, 1910. [769]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	7 A.M., 7th July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 9th July	See Special Advertisement.
SHANGHAI, TAKU, NA- GASAKI, MOJI, KOBE and YOKOHAMA	CANDIA	About 11th July	Freight only.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	MALTA	About 13th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 14th July	Freight and Passage.

For further Particulars, apply to

B. A. HEWETT,
Superintendent

Hongkong, 4th July, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, CEBU & ILOILO	"KAIFONG"	On 4th July, Noon.
HAIPHONG	"CHIHLI"	On 5th July, 10 A.M.
MANILA	"TEAN"	On 5th July, 3 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	On 6th July, 4 P.M.
CHEFOO & TIENTSIN	"KUBIGHOW"	On 7th July, 4 P.M.
SHANGHAI	"CHENAN"	On 7th July, 4 P.M.
MANILA, ZAMBOANGA, FEJUS, DAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 4th July, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

Hongkong, 2nd July, 1910.

MELOHRS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING" ...	Capt. W. C. Passmore...	TUESDAY, 5th July, at 10 A.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 8th July, at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN," ... Capt. A. H. Stewart { WED'DAY, 6th July, at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NAMSANG"	Monday, 4th July, Noon.
MANILA	"YUENSANG"	Monday, 4th July, 4 P.M.
SHANGHAI	"CHOYSANG"	Tuesday, 5th July, Noon.
TIENTSIN via SWATOW, WEI- HAIWEI & CHEFOO	"CHEONGSHING"	Wed'day, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Wed'day, 6th July, Noon.
MANILA	"LOONGSANG"	Friday, 8th July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUISANG," "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephones No. 215, 8th Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 4th July, 1910.

GENERAL MANAGER



CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 9th July, Noon.
RUBI	2540	A. Fraser	Manila	On 16th July, Noon.

For Freight or Passage apply to
Hongkong, 27th June, 1910.SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR MARSEILLES, HAVRE & HAMBURG:
For SHANGHAI, KOBE & YOKOHAMA:	S.S. WESTPHALIA ... 6th July.
S.S. SCANDIA ... 14th July.	For HAVRE & HAMBURG:
S.S. SAXONIA ... 28th July.	S.S. ARABIA ... 20th July.
S.S. SPEZIA ... 12th Aug.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. ALESIA ... 26th Aug.	S.S. SITHONIA ... 22nd July.
S.S. AMERICA ... 8th Sept.	For MARSEILLES & HAMBURG:
	S.S. MECKLENBURG ... 3rd Aug.
	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. BRASILIA About middle of Aug.
	For HAVRE & HAMBURG:
	S.S. SCANDIA ... 17th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th June, 1910.

SOUTH AMERICAN LINE.

(REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA-CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	AKI MARU Capt. K. Homma, MISHIMA MARU Capt. A. E. Moses, KAGA MARU Capt. M. Hagino,	7,000 9,000 7,000	WED'DAY, 6th July, at Daylight WED'DAY, 20th July, at Daylight WED'DAY, 3rd Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi,	7,000	SATURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. K. Kawara, TAMBA MARU Capt. K. Sato,	7,000 7,000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and FRISBANE	YAWATA MARU Capt. T. Sekina, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 8th July, at Noon. FRIDAY, 5th Aug., at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen,	7,000	WED'DAY, 6th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	5,000	WED'DAY, 6th July, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson,	9,000	THURSDAY, 7th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mosker,	7,000	TUESDAY, 12th July.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

With New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chamber Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 23rd May, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of June	SHANGHAI	Second half of June
TJIMARI	JAVA	First half of July	JAPAN	First half of July
TJILATJAP.	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJIPANAS	JAVA	Second half of July	JAPAN	Second half of July
TJIBODAS	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 20th June, 1910.

Telephone No. 375.

[15]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito "CHICAGO MARU" Capt. I. Goto	6,182 6,182	WED'DAY, 13th July, at Noon. WED'DAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOI	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 6th July, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 14th July at 10 A.M.
TAMSUI via SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 10th July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION OF 1910.

Head Office for the Far East:—
15, DES VUEX ROAD,
HONGKONG.

Japan Office:
32, WATER STREET,
YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VUEX ROAD.

[537]

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

IMPORT SAMPLE**SHOWROOMS**

OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN

PIECE GOODS AND SUNDRIES.

(43-1)

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:—

Date of Despatch from London.

Date due in Hongkong.

Vessels.

15th June

To-day.

Armand Behic.

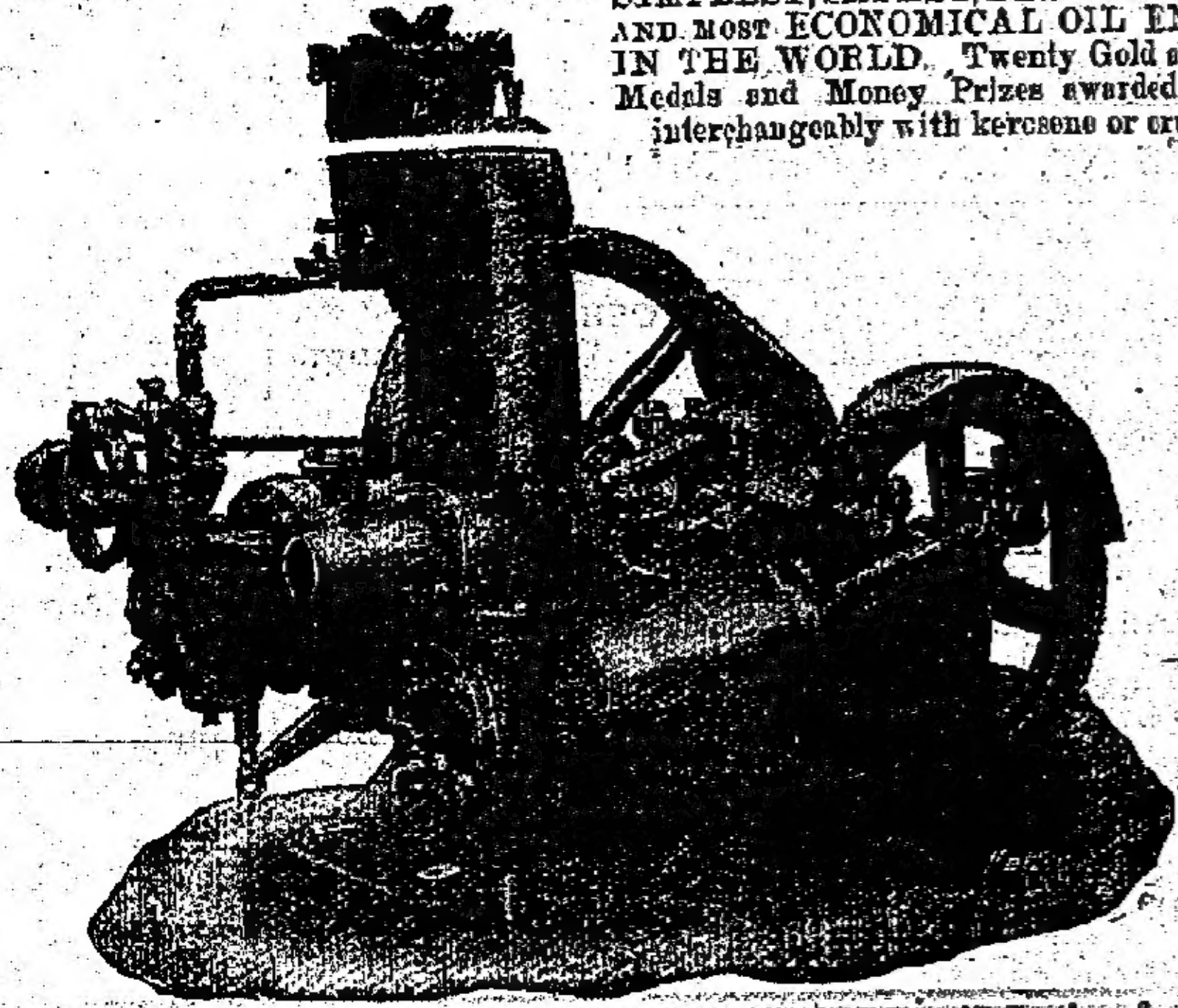
The Ernest Simons, with the French mail of the 3rd ulto, left Saigon on Friday, the 1st July, at 10 a.m., and may be expected here to-day.

The Korea, with the American mail, is due to arrive here to-day, at 4 p.m. The Korea, with the English mail of the 10th ulto, left Singapore on Friday, the 1st inst., at 5.30 p.m., and may be expected here on or about Wednesday, the 6th inst., at daylight. The parcel mails closed in London for despatch by the all sea route on the 1st of June and for despatch overland on the 8th of June.

FOR	PER	DATE.
Pukhoi	Shanghai	Monday, 4th, 10.00 A.M.
Shanghai, Kobe and Moji	Namsang	Monday, 4th, 10.00 A.M.
Moji, Nagasaki, Kobe, Yokohama and Portland	Setsu	Monday, 4th, 10.00 A.M.
Pakhoi and Haiphong	Hanoi	Monday, 4th, 10.00 A.M.
Amoy, Cebu and Iloilo	Kaifong	Monday, 4th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU & SAN FRANCISCO		
SIBERIAN MAIL TO EUROPE		
Macao	Sui Tai	Monday, 4th, 1.15 P.M.
Manila	Yuenang	Monday, 4th, 3.00 P.M.
Haiphong	Chihle	Tuesday, 5th, 9.00 A.M.
Swatow, Amoy and Foochow	Haichang	Tuesday, 5th, 9.00 A.M.
Shanghai	Choyang	Tuesday, 5th, 10.00 A.M.

PETTER OIL ENGINES

SIMPLEST, SAFEST, BEST GOVERNED, AND MOST ECONOMICAL OIL ENGINES IN THE WORLD. Twenty Gold and Silver Medals and Money Prizes awarded. Work interchangeably with kerosene or crude oil.



Sizes 1½ to 50 B.H.P. Prices for "Handy-Man" Series from \$500
Write for new Illustrated Catalogue and particulars to—
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.
SOLE AGENTS FOR SOUTH CHINA.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS: 3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★★

"★★★★★"

"IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, C. P. & CO.'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

(45-1)

**CONSTANT GROWTH**

Signifies

CONSTANT MERIT**"The Garrick"**

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LD.

(41)

**SHARE LIST.—QUOTATIONS.**

HONGKONG, JULY 1st, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sellers
National Bank of China, Limited	29,925	\$7	\$6	\$76, buyers
Ball's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$104, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$150, sellers
China Provident Loan & Mortgage Co., Ltd.,	200,000	\$10	\$10	\$64, sellers
CONCRETE MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
DAIRY FARM COMPANY, Limited	40,000	\$74	\$6	\$19, buyers
DOCKERS AND WHARVES.—				
Wong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$84	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 118
Greenwick & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7, val. & sel.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$24, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$107, sellers
Hongkong Tea Company, Limited	8,000	\$25	\$25	\$24, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$160, sellers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$50, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$200
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$33, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 109
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$7, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	75,000	\$10	\$10	\$150, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$31, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$6
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	102/- x.d.
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$14, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$25, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sales
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	3,000	\$10	\$4	\$113, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$7
RUSSIA.—				
Singapore and Johore	—	—	—	\$19 (Str.)
Balgovind	—	—	—	\$20 (Sta.)
Pegohs	—	—	—	\$43 (Sta.)
Aligars	—	—	—	29/-
Angle Malays	—	—	—	130/-
Cantilefields, fully paid	—	—	—	130/-
Highlands and Lowlands	—	—	—	8/- prem.
Kamunings	—	—	—	—
Kuala Lumpur	—	—	—	95/-
Lebury's	—	—	—	61/6
Linggis	—	—	—	—
Sepangs	—	—	—	—
Shelfords	—	—	—	—
Sungei-Kapang	—	—	—	135/-
United Berdangs	—	—	—	30/-
Bukit Kajangs	—	—	—	32/6 prem.
Eastern and International	—	—	—	6/6
London Ventures	—	—	—	—
Sumatra Farms	—	—	—	7/6
Morimans	—	—	—	110/-
Data Tigs	—	—	—	—
LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

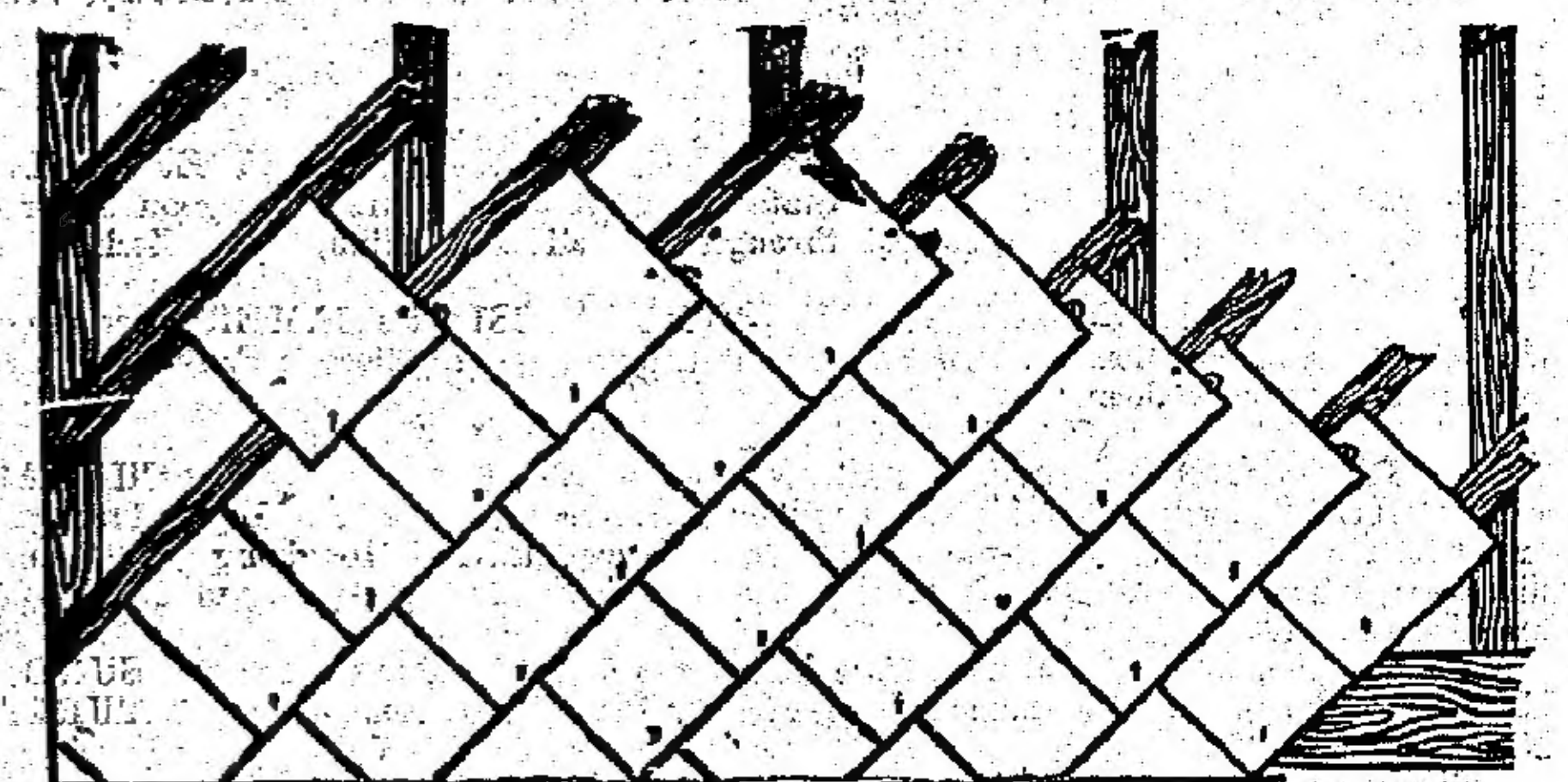
COMMERCIAL.EXCHANGE
CLOSING QUOTATIONS.

July 2nd.

ON LONDON:—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
ON PARIS:—	
Bank Bills, on demand	225
Credits, at 4 months' sight	225 1/2
ON GERMANY:—	
On demand	182 1/2
ON NEW YORK:—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY:—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA:—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI:—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:—	
On demand	37 1/2
ON MANILA:—	
On demand—Pesos	37 1/2
ON SINGAPORE:—	
On demand	76 1/2
ON BATAVIA:—	
On demand	106 1/2
ON HAIPHONG:—	
On demand	3 1/2
ON SAIGON:—	
On demand	37 1/2
ON BANGKOK:—	
On demand	37 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LEAF, 100 fine, per tola	\$58.30
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10 cents pieces	\$7.70 discount
Hongkong	20	\$7.55
Hongkong	10	\$7.74



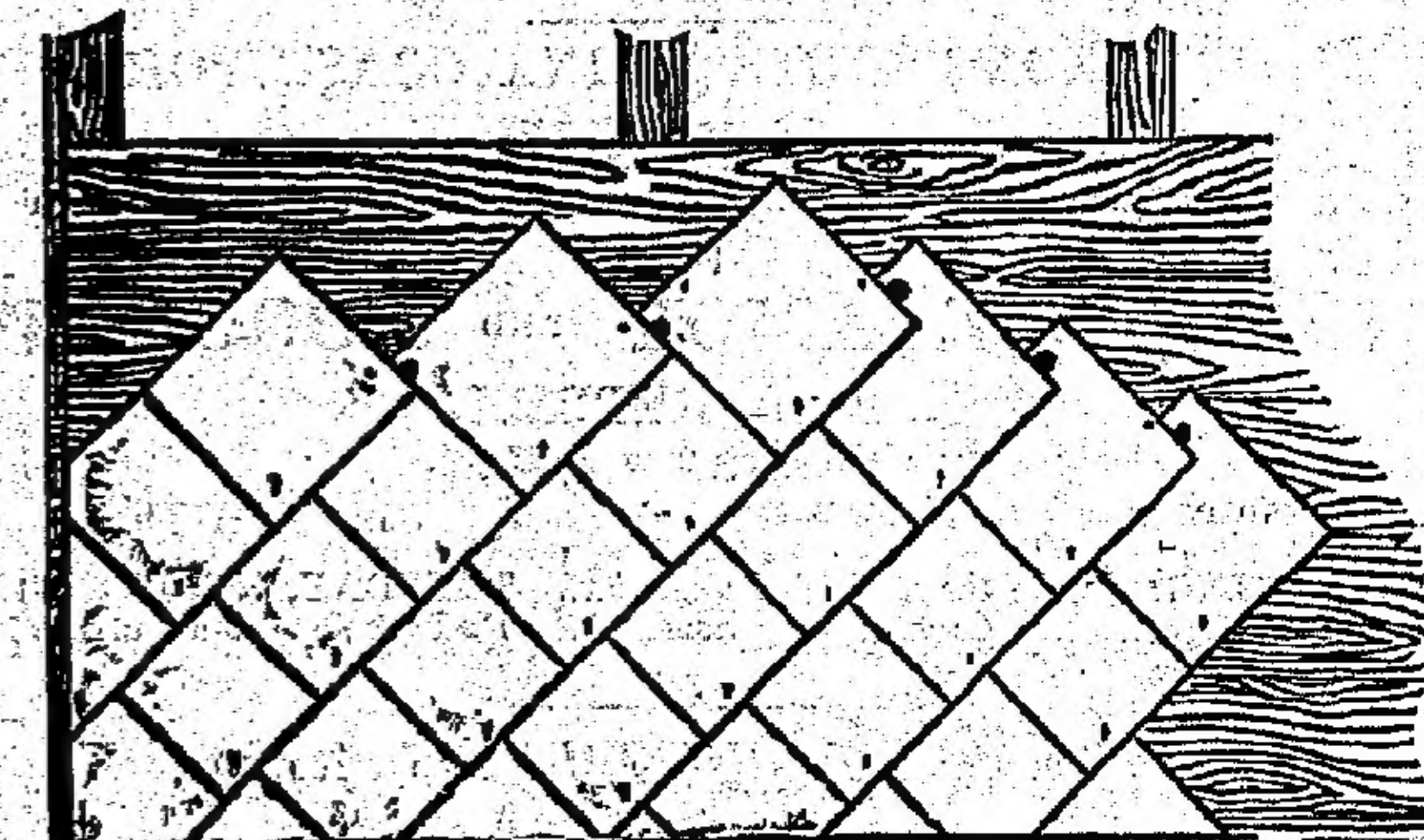
JUST THE ROOFING MATERIAL REQUIRED IN HONGKONG.

ASBEST-CEMENT PLATES
"DURABILIT"

HAVE THE FOLLOWING ADVANTAGES:—

- Considerable and lasting elasticity.
- Extraordinary firmness and resisting power against pulling, pushing or punching.
- Absolutely weather and fire resisting and perfectly waterproof.
- Perfectly even surface.
- Non-heat-conducting.
- Very small specific weight.
- Lighter than any other material.
- Does not crack or lose its colour.
- Very pleasing appearance.
- EASILY AND QUICKLY LAID**, a hammer being the only tool required.

On account of the special system of fixing the plates, they will stand the heaviest storms without the slightest damage.



A miniature sample roof, covered with the material, may be seen at our Office.

May also be used for a variety of other purposes, such as Ceilings, coverings of walls, tiling round ovens and stoves, floorings, and particularly to cover the walls of Hospitals, Barracks, Schools, etc.

For Prospectus, samples and all other information, apply to the Agents,

SIEMSEN & CO.

(Machinery Dept.), Hongkong. (575)

OPIMUM

June 23rd.

Malwa New	\$2,100/2,130 per picul.
Malwa Old	\$2,140/2,160
Malwa Older	\$2,170/2,220
Malwa V. Old	\$2,210/2,250
Persian extra quality	\$1,400/1,500
Persian extra fine	\$2,200
Patna New	\$1,900 per chest.
Patna Old	\$1,930
Benares New	\$1,930
Benares Old	\$1,900

VISITORS TO CANTON, Should Purchase "FROM HONGKONG TO CANTON, BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans. Price \$1.75

On Sale at: Hongkong: "DAILY PRESS" Office, Messrs. KELLY & WALSH, Messrs. BREWER & CO. Canton: Messrs. A. S. WATSON & Co. Hongkong, 4th October, 1909.

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